

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2010 Legislative Session**

Resolution No. CR-6-2010

Proposed by The Chairman (by request – Planning Board)

Introduced by Council Members Turner, Harrison and Dean

Co-Sponsors \_\_\_\_\_

Date of Introduction January 26, 2010

**RESOLUTION**

1      A RESOLUTION concerning

2      The Bowie State MARC Station Sector Plan and Sectional Map Amendment

3      For the purpose of approving, with amendments, as an act of the County Council of Prince  
4      George's County, Maryland, sitting as the District Council, the Bowie State MARC Station  
5      Sector Plan and Sectional Map Amendment, thereby defining long-range land use and  
6      development policies, and setting forth and adopting detailed zoning proposals in portions of  
7      Planning Areas 71A and 71B, for the area generally bounded by the Patuxent National Wildlife  
8      Research Refuge to the north, the Potomac Power Electric Company easement to the west, the  
9      City of Bowie border to the south, and the Patuxent River to the east.

10     WHEREAS, upon approval by the District Council, this Sector will amend portions of the  
11     *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning*  
12     *Areas 71A, 71B, 74A, and 74B*; the *2002 Prince George's County Approved General Plan* for the  
13     physical development of the Maryland-Washington Regional District within Prince George's  
14     County, Maryland; the *2005 Approved Countywide Green Infrastructure Plan*; the *2009 Master*  
15     *Plan of Transportation*; the *1983 Functional Master Plan for Public School Sites*; the *2008*  
16     *Approved Public Safety Facilities Master Plan*; and the *1992 Prince George's County Historic*  
17     *Sites and Districts Plan*; and

18     WHEREAS, on September 9, 2008, in Council Resolution CR-78-2008, the County  
19     Council of Prince George's County, Maryland, sitting as the District Council, directed The  
20     Maryland-National Capital Park and Planning Commission to prepare a new Bowie State MARC  
21     Station Sector Plan and Sectional Map Amendment, in order to develop a comprehensive

1 approach to implementing the recommendations of the 2002 General Plan and to ensure that  
2 future development is consistent with County policies; and

3           WHEREAS, on September 9, 2008, the District Council endorsed the Goals,  
4 Concepts, Guidelines, and the Public Participation program as prepared by the Planning Board,  
5 establish the Plan boundaries for portions of Planning Areas 71A and 71B pursuant to Section  
6 27-643 of the Zoning Ordinance; and

7           WHEREAS, the planning staff held various meetings with community stakeholders  
8 including interviews with area Home Owner Association representatives, an information booth  
9 on Bowie State University's campus on September 2 and September 3, 2008, a pre-charrette on  
10 September 18, 2008, a four-day planning and design charrette on September 30 through October  
11 3, 2008, a work session with the City of Bowie's Mayor and members of the City Council on  
12 January 12, 2009, and validation interviews with State Senators, and Delegates, area business  
13 owners, and residents as the major components of the Public Participation Program to involve  
14 the community in the preparation of this plan.

15           WHEREAS, the Planning Board granted permission to print the *Preliminary Bowie State*  
16 *MARC Station Sector Plan and Proposed Sectional Map Amendment* on May 28, 2009; and

17           WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals  
18 for public facilities were referred to the County Executive and the District Council review, and  
19 on September 22, 2009, the District Council adopted CR-57-2009 and found no inconsistencies  
20 associated with the public facilities recommended by the Sector Plan; and

21           WHEREAS, the District Council and the Planning Board held a duly advertised joint  
22 public hearing on the *Preliminary Bowie State MARC Station Sector Plan and Proposed*  
23 *Sectional Map Amendment* on July 14, 2009; and

24           WHEREAS, the Planning Board held a work session to consider the public hearing  
25 testimony on September 24, 2009; and

26           WHEREAS, on October 8, 2009, the Planning Board adopted the Sector Plan and endorsed  
27 the Sectional Map Amendment with revisions in response to the public hearing testimony as  
28 described in Prince George's County Planning Board Resolution PGCPB No. 09-142, and  
29 transmitted the Sector Plan and Sectional Map Amendment to the District Council on October  
30 29, 2009; and

31           WHEREAS, on January 12, 2010, the District Council held a work session to review the

1 adopted Bowie State MARC Station Sector Plan and the endorsed Sectional Map Amendment,  
2 public hearing testimony, Planning Board's recommendations on the public hearing testimony  
3 contained in PGCPN No. 09-142; and

4 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
5 County, Maryland sitting as the District Council for that part of the Maryland-Washington  
6 Regional District in Prince George's County, Maryland, that the Bowie State MARC Station  
7 Sector Plan and Sectional Map Amendment as adopted and endorsed by the Maryland-National  
8 Capital Park and Planning Commission on January 26, 2010, by PGCPB No. 09-142 is hereby  
9 approved, with the following amendments:

10

11 **AMENDMENTS TO THE ADOPTED BOWIE STATE MARC STATION SECTOR**  
12 **PLAN AND ENDORSED SECTIONAL MAP AMENDMENT**

13

14 **AMENDMENT 1**

15 Chapter V, Action Plan, *Infrastructure Elements section*

16 Page 90

17 Add new strategy under Policy 2 to read:

18 “Evaluate the operational and environmental feasibility of restoring A-58, or a functional  
19 operational equivalent, to the county highway network. The evaluation should consider the  
20 feasibility of restoring a state-maintained arterial facility to the county highway network,  
21 between an intersection with MD 197 in Prince George's County and with MD 424 in Anne  
22 Arundel County, and contingent upon the facility being added to the SHA Highway Needs  
23 Inventory and extended into Anne Arundel County.”

24

25 **AMENDMENT 2**

26 Chapter V, Action Plan, Design and Appearance

27 Page 98

28 Add new strategy under Policy 1 to read:

29 “Encourage extension of service and funding for the Corridor Transportation Corporation  
30 (CTC) bus to the community center.”

**AMENDMENT 3**

Revise all references of “County-owned Surplus Land” to read:

“County-owned ~~Surplus~~ Land”

**AMENDMENT 4**

Chapter III, Sector Area Character Analysis, *Infrastructure Elements section*

Page 36

Add two new paragraphs to read:

**Light Pollution**

Light pollution is defined as light that causes a glow in the night sky from artificial sources such as street lights, lights from commercial uses, and lights from residential sources. Light pollution also includes “light spill-over” when one property is more brightly lit than an adjacent one. The widely accepted Crime Prevention through Environmental Design (CPTED) guidelines were written to address how built environments can be designed to help reduce crime. The basic principle CPTED sets out is that light levels should be kept as constant as possible from one property to the next in order to reduce the amount of time that the human eye needs to adjust to the different light levels. This lighting scheme has the ability to reduce crime by providing an even level of light across various properties.

Reducing light pollution also serves to reduce overall energy costs by directing the correct light levels in the right places, reducing the need for higher wattage fixtures. As new and redevelopment proposals are evaluated, light levels should be considered and overall lighting should be minimized and properly directed.

**Air Pollution**

The Washington metropolitan area is considered a “nonattainment area” by the Environmental Protection Agency for air quality, mainly due to high levels of ozone. The negative effects of air pollution are becoming increasingly recognized and efforts to mitigate its effect are being undertaken nationwide. Air quality issues result mainly from nitrogen oxide gases (NOx) and volatile organic compounds (VOCs) that are mostly by-products of burning gasoline and coal. These gases combine when heated up by hot summer days and increasingly warming urban areas to create ozone, which can be detrimental to the health of

1       humans, animals, and plants alike. One of the sources of ozone is the mixing of vehicle  
2       exhaust in the atmosphere and the heating effect of the earth. If the overall number of vehicle  
3       trips can be reduced, the amount of ozone formed can be reduced, therefore helping to  
4       improve the air quality in the region. There are several small steps that can be taken to  
5       improve air quality in the sector plan area that include reducing the overall number of vehicle  
6       miles traveled, providing a network of linkages for alternative forms of transportation, and  
7       providing more opportunities for ride sharing. With the implementation of sustainable  
8       building techniques, localized air quality can be improved and a contribution can be made to  
9       improving regional air quality.

10

11 **AMENDMENT 5**

12       Chapter II, Sector Area Character Analysis and Chapter V, Action Plan

13       Amend trails text and corresponding maps to be consistent with the language and existing  
14       conditions and recommendations of the 2009 *Approved Master Plan of Transportation*.

15

16       BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and  
17       map revisions, to correct identified errors, reflect updated information, and incorporate the  
18       Zoning Map changes reflected in this Resolution.

19

20       BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to  
21       the Zoning Ordinance and to the official Zoning Map for the Maryland-Washington Regional  
22       District in Prince George's County, Maryland. The zoning changes approved by this Resolution  
23       shall be depicted on the official Zoning Map of the County.

24

25       BE IT FURTHER RESOLVED that the provisions of this Resolution are severable. If  
26       any provision, sentence, clause, section, zone, zoning map, or part thereof is held illegal, invalid,  
27       unconstitutional, or unenforceable, such illegality, invalidity, unconstitutionality, or  
28       unenforceability shall not affect or impair any of the remaining provisions, sentences, clauses,  
29       sections, zones, zoning maps, or parts hereof or their application to other zones, persons, or  
30       circumstances. It is hereby declared to be the legislative intent that this Resolution would have  
31       been adopted as if such illegal, invalid, unconstitutional, or unenforceable provision, sentence,  
32       clause, section, zone, zoning map, or part had not been included therein.

1           BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its  
2 adoption.

Adopted this 26th day of January, 2010.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
Thomas E. Dernoga  
Chair

ATTEST:

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Redis C. Floyd  
Clerk of the Council

KEY:

— denotes Council additions  
[ ] denotes deletions